

DaimlerChrysler AG

Abstract

A drive system for a utility vehicle has at least one rear axle, which can be permanently driven from a drive engine via a speed-change gearbox, and a front axle which is operatively connected to the rear axle by an axle engagement clutch which can generally be controlled manually for engagement and disengagement. In order to avoid the risk of the driver failing to recognize the need for the engagement of the axle engagement clutch in the case of difficult traction of the utility vehicle on an adherent roadway and of the rear axle being overloaded as a result, provision is made in this drive system for the engagement of the axle engagement clutch to be additionally initiated automatically as a function of the engine load.

(Fig. 2)